

NOW PROBING INTO RATES

Hearing Before the Interstate Commerce Commission Starts Up This Morning.

ARRAY OF TALENT PRESENT.

Railroads Represented by a Host of Corporation Attorneys—Nevada Commission.

J. A. Munroe, General Traffic Manager of the Union Pacific, the Principal Witness Examined.

The hearing before the interstate commerce commission of the petition and complaint of the Salt Lake Commercial club traffic bureau against the various railroads centering in this city, charging them with maintaining arbitrary, oppressive and exceptional transportation rates, both in and out of this territory, and unjustly discriminating against the shippers and jobbers of Salt Lake City and the Intermountain region, began this morning in the courtroom of the federal building in this city.

Many of the railroads against which the charges are made were represented at the hearing by counsel, and some by a number of their higher officials. The presentation of the case was made by the officials of the Salt Lake Commercial club traffic bureau, assisted by counsel.

Of the interstate commerce commission, there were present Hon. Charles B. Prouty and Hon. E. C. Clark. Commissioner Prouty presided at the hearing, and Commissioner Clark sat at his right hand on the judge's bench.

Representing the railroads made party to the complaint, were P. C. Dillard, interstate commerce attorney of the Harriman lines, who is in charge of the defense for the Harriman roads; N. H. Loomis and C. W. Durbrow of the Southern Pacific; Parley L. Williams, general counsel, and George H. Smith, of the legal department of the Oregon Short Line; E. N. Clark, general attorney of the Denver & Rio Grande railroad, with Assistant Counsel T. L. Phillips of Denver and E. M. Allen, general attorney for the D. & R. G. in Utah; C. G. Burnham, general counsel for the Chicago, Burlington & Quincy; S. A. Lyon of the legal department of the Chicago & Northwest; E. H. Johnson and A. F. Pierce, for the Rock Island & Pacific; J. C. Jeffery of the legal department of the Missouri Pacific; W. W. Cotton, general counsel for the Oregon Railway & Navigation company; and Judge W. R. Kelley of the Salt Lake County.

As interested spectators at the hearing were Hon. J. F. Shaughnessy, Hon. J. F. Bartine and Prof. Henry Thurlert, who comprise the Nevada state railroad commission. These gentlemen were present for the purpose of taking notes at the hearing which may be of interest in the adjudication of the case of the Reno shippers, who have a similar complaint of rate discrimination before the interstate commerce commission.

MILEAGE NOT THE BASIS.

The main witness at the morning session was J. A. Munroe, general traffic manager for the Union Pacific railroad company at Omaha. Mr. Munroe made a number of statements which were startling to the uninformed and the layman generally as regards methods in use by railroad corporations in the matter of making rates. Among other things, Mr. Munroe said he did not think mileage the proper basis upon which to figure rates; that other conditions, such as geographical conditions of the country in which the haul is made, involving cost of maintenance to the railroad company, the item of water competition, as respects the conditions in the Intermountain country and the west, and other conditions which in the opinion of the witness entered into the matter of making of rates quite as much, if not more than the matter of mileage alone. In answer to a direct question by Commissioner Babcock, of the traffic bureau, he stated that the Union Pacific and its associates maintained a higher rate for Utah points than it did for corresponding distances east of the Missouri river. Mr. Munroe frankly said he thought the roads were entitled to it.

RAILROADS HERE TO STAY.

"We are anchored here," said the witness. "The railroads cannot get out of Utah or out of the Intermountain country. Any of these merchants who are making these complaints are in the section but the railroads have built in here what was no business, and I think they are entitled to a fair return on the money invested." The witness stated in answer to a question by Commissioner Prouty that the different rates maintained on what is known as classes and commodities are not to be abolished, and only a general rate be established, which would be fair and equitable, which he said, he believed, would be the only way to show that such a rate could not be done for the reason that the Harriman lines, which can haul sugar out of Utah, Idaho and Colorado and take it to the competition with the sugar of the West, run up against the rate from the Utah centers and a commodity, sugar, and potatoes, and other articles, which in class rates, when shipped in bulk, would be carried at a lower rate than when they come into

CONFIRMATION OF DR. COOK'S STORY

Harry Whitney Heard from—He Says That Cook Has Accomplished a Great Thing.

Expected When Peary's Ship, the Roosevelt, Reaches New York City.

CORROBORATIVE TESTIMONY

New York, Sept. 22.—Harry Whitney, the young New Haven sportsman upon whose testimony the north pole controversy largely hinges, has been heard from, and largely supports Dr. Cook's contention that he reached the north pole, according to a story published here today.

According to the New York American, Mrs. Whitney, his mother, received a letter dated Sept. 3, in which Whitney says:

"I saw Dr. Cook at Etah. He has accomplished a great thing. He is bound to become a great man. He claims to have reached the north pole, and from evidence I believe he has."

The gist of the foregoing was given out by Mrs. Whitney to the New York Herald. Whitney is a sister of Mrs. Whitney. Whitney is the man to whom Dr. Cook says that he entrusted some of his instruments about his trip to the pole. He had reached the north pole, Whitney subsequently joined the Peary party, but left on a side trip up the Labrador coast on a hunting expedition. Whitney's statement before the Peary party that Whitney spoke no word of Cook's discovery and this has been used largely to Cook's discredit. Whitney's testimony has therefore been eagerly awaited.

WAITING FOR WHITNEY.

New York, Sept. 22.—Harry Whitney, the big game hunter, to whom Dr. Frederick A. Cook looks to prove his assertion that he discovered the north pole, is believed to be now on his way back to the United States. Whitney is a telegraphic point in either Labrador or Newfoundland. With his return to civilization Dr. Cook expects complete confirmation of his story that he told the cabin boy, has already reached the Waldorf-Astoria hotel. Dr. Cook declared that on the Roosevelt there was more than one person who knew that the cabin boy has already admitted that he heard Dr. Cook tell Harry Whitney of finding the pole and the statement from Dr. Cook indicates that he did not intend to make a confession to himself on the Roosevelt.

The sudden determination of Commander Peary to remain in seclusion at his summer home at Etah Island, Maine, and his refusal to answer questions, has caused a great deal of speculation. It was believed that Commander Peary would hasten to this city and submit to the public the proofs which he said he possessed that he had reached the north pole. His announcement that he would accept no public honors and would not attempt to controvert the Brooklyn physician's claims was a surprise. The company adds the price of the freight on different articles sold to arrive at the cost prices, and on this basis the profit is added to obtain the selling price. The company, therefore, pays the freight. The business of the company is not so actively solicited now as formerly, and in the opinion of the witness there was practical no competition between the railroad lines entering this section. The service had grown worse than formerly, requiring a longer time to receive goods from the east than when competition was keen.

QUESTION OF PROFITS.

On cross-examination to questions propounded by Judge Dey, Dr. Cook testified that the amount of profit was in excess of 15 per cent. Witness denied that on this basis a profit of 50 per cent a year was made on the capital stock, but admitted that the company had been considering in arriving at final profit. The witness said that the average profit was in excess of 10 per cent.

Mr. Dillard asked if it were shown that the earnings of the Harriman lines were not in excess of 8 or 10 per cent, if the witness did not think the roads were entitled to that return.

Here Commissioner Prouty took a hand and stated that the fact that both the railroads and the hardware company took more profit from the people than they should, was no reason why the attorney should lay bare all the details of the corporation with which he was connected.

OGDEN MAN NEXT.

The second witness called was J. W. Abbott, a hardware jobber of Ogden. Mr. Abbott said he had been in business at Ogden for more than 30 years, and did more than \$25,000 worth of business per year. The witness said in answer to Judge Dey that he did more business under the freight rates now in effect than he did under the lower rate. The witness said six months ago he was able to ship mail to Reno, Francisco and other points cheaper than he could ship to Ogden direct. The Utah jobbers under the present rate could not go further east than Rock Springs, or west beyond Idaho Falls and south into southern Utah. Said he did not desire a change in the relation of rates, but a general reduction of rates, was being "tapped too strong" for freight rates.

OFFICIALS PRESENT.

Among the railroad officials present at the hearing were H. A. Jones, general traffic manager, and C. W. Luce, assistant general traffic manager of the Southern Pacific; Rose Clark, vice president of the Salt Lake Route; S. K. Hooper, general passenger agent of the Denver & Rio Grande; S. V. Derrah, assistant general freight agent of the Denver & Rio Grande; and general freight agent of the Western Pacific; Reth Marna, general counsel for the Merchants' exchange of San Francisco, was present to look out for the interests of the merchants' jobbers of San Francisco, as against those of Salt Lake.

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FAIR AND CONFERENCE TRADE.

Only a few more issues of the Semi-Weekly News, the great country paper of the west, will be printed between this and the Fair and Conference dates.

The railroads all report that advance indications point to record-breaking attendances for both events.

Salt Lake merchants who have any special announcements to make to their country patrons, should use

THE SEMI-WEEKLY NEWS.

It is the one medium by which to reach the people IN THEIR HOMES.

Printed every Monday and Thursday afternoon, and contains all the cream of the daily and Saturday News.

ing fully launched on a career of publicity. Dr. Cook will not follow the naval officer's example.

The explorer has added nothing more definite to the remark he made yesterday that he expected to meet Commander Peary soon face to face. It is probable that he meant nothing more than that Mr. Peary would shortly be in New York and conditions would be right for a personal discussion and settlement of their rival claims.

PEARY PARTY ON THE WAY.

Portland, Me., Sept. 22.—The general passenger department of the Maine Central here at 8 p. m. today announced that the Peary party was on its way towards the United States in the inter-colonial express and had just left Antigonish, N. S.

LAND DRAWING AT BURLEY, IDAHO, CONCLUDED

Burley, Idaho, Sept. 22.—A land drawing under the provisions of the Carey land act has been concluded here.

The land included what is known as the Goose Creek project, 2,300 acres in all.

Within a few hours after the drawing began 30,000 acres had been disposed of.

Water for the land will be taken from Goose creek. A notable feature of the sale was that the lands were practically all taken by residents in the vicinity of the project.

The Oregon Short Line will build a branch line through this territory within a short time beginning at Burley, which is now the nearest railroad point.

The Twin Falls west end project, which was sold at public auction, at which time 35,000 acres of land will be thrown open for entry.

ROBERT HOE DEAD.

He Perfected the Cylinder Printing Press Bearing His Name.

London, Sept. 22.—Robert Hoe 79 years old, head of Robert Hoe & Company, printing press manufacturers of New York and London, died here today after a short illness.

Mr. Hoe had been in London several weeks on his annual business visit. He suffered an acute attack of kidney trouble 10 days ago and his death resulted.

Robert Hoe while still a young man, succeeded his father, Robert H. Hoe, in his management of the printing press factory established by his grandfather, Robert, and achieved fame as the greatest of a family that had brought the mechanical art of printing to its present state of excellence.

When Robert Hoe entered the business the "Hoe cylinder" patented in 1846 was considered a marvel. His inventive genius, coupled with his administrative ability and the faculty of surrounding himself with efficient aids, developed the old "Hoe cylinder" into the present wonderful double sextuple and double octuple presses. Robert Hoe was also the inventor of color printing.

Besides being the principal owner of R. Hoe & Co., with large factories in New York and London, he was an extensive manufacturer of printing saws and saw-bits. He was one of the founders of the Metropolitan Museum of art.

MAY CLEAR UP MYSTERY OF DESERTED CLIFF DWELLINGS

Los Angeles, Cal., Sept. 22.—By piecing out and studying disintegrated relics and fragmentary traditions of the Pueblo Indians, Prof. Edgar L. Hewitt, president of the school of American archaeology, who has spent the last two years excavating near Santa Fe, N. M., believes he has obtained clues through which scientific investigators will ultimately clear the mystery of the deserted cliff dwellings.

JOHNSON'S BODY LYING IN STATE

Will Remain in Rotunda of Minnesota State Capitol Until 9:30 Tonight.

Close Personal Friends Will be Active Pall Bearers—Four Ex-Governors Among Honorary Ones.

St. Paul, Sept. 22.—The body of John A. Johnson, late governor of Minnesota, lay in state in the capitol today and the people of the Twin Cities and from nearby towns were given an opportunity to take a last look upon the face which they all knew so well in life.

All night long the casket stood in the executive reception room where Gov. Johnson had once greeted so many with a smile and a handshake.

Around the bier stood a guard of militia.

Shortly before 10 o'clock the casket was moved to the rotunda under the marble dome and the doors were opened to admit the throng which passed silently by.

The body will lie there until 9:30 tonight, when the doors will be closed. At 9:15 tomorrow morning the casket will be taken by special train to St. Peter, Minn., where it will be buried.

There will be no religious services at the capitol. The body will be escorted to the railway station by 16 companies of militia preceded by a band of 100 pieces.

The active pallbearers have been selected from among the governor's closest personal friends. They are Frank A. Day, who was his private secretary; F. B. Lynch, T. D. O'Brien, associate justice of the supreme court; E. T. Young, former attorney-general; A. C. Weiler, manager of the Duluth Herald, and John C. Wise of Mankato.

The honorary pallbearers include the four living ex-governors of the state, P. H. B. Johnson, John L. Samuel, E. Vanant and Knute Nelson, with Gov. A. O. Eberhart, C. M. Starr, chief justice of the supreme court; Gov. John Burke of North Dakota, and President Charles Struthup of the University of Minnesota.

Arriving at St. Peter tomorrow, the body will be taken to the Presbyterian church, where the services will be held.

GREAT PARADE OF THE ODD FELLOWS

Seattle, Wash., Sept. 22.—Brilliant weather favored the great parade of Odd Fellows through the business streets today. The march in uniform is the one feature of the sovereign grand lodge to stir the hearts of the rank and file of the order, for the lodge meetings are attended by grand degree members only and are given over entirely to legislation and discussion.

Virtually all Odd Fellows within 100 miles of Seattle participated in the parade, tempted by the prizes and honors offered to lodges sending the most men, coming the longest distance or making the best display. Tacoma sent more than 1,000 men with three bands.

The parade, led by the Patriarchs Militant in their gorgeous apparel, was reviewed by the grand officers and other distinguished members of the order. More than 10,000 men were in the column and there were numerous floats, representing the different lodges.

The grand lodge continued its sessions today and the Patriarchs Militant spent the afternoon in military practice at their camp on the world's fair grounds.

PREST. TAFT ARRIVES AT WOLHURST, COLO.

Wolhurst, Colo., Sept. 22.—President Taft, after passing the night at the residence of Senator Hughes in Denver, arrived here at 9 o'clock this morning and breakfasted with Mr. and Mrs. Thomas F. Walsh.

The president's arrival at the Hughes' home at 7 o'clock, and after making a pre-breakfast observation of the Rocky mountains and taking a constitutional in the invigorating mountain air, announced himself ready for anything. The morning, after a night's drizzling rain, was cool and crisp. The sun was shining brightly and the president said he was being treated to the best tonic of his life.

At 8 o'clock the presidential party took automobiles and were driven to Wolhurst, where Mr. Taft was greeted by Mr. and Mrs. Walsh. Only a few guests were present at the breakfast.

At 10:30 this morning the president attended a reception in his honor and a train bearing the guests of Mr. and Mrs. Walsh left Denver an hour before the event. The reception continued until 12 o'clock and with but a half hour in which to rest the president prepared for his trip to Colorado Springs, where he was scheduled to arrive at 2:30 this afternoon.

WILLIAM MACABEE.

Only Surviving Member of Crew of the Constitution Celebrates Birthday.

Philadelphia, Sept. 22.—William Macabee, the only surviving member of the crew of the old frigate Constitution, today celebrated his one hundred and sixth birthday in the naval home in this city.

"Bill," as everybody calls him, like the famous Bill Bowline, "lies here a sheer hulk, but the darling of his crew," for the old sailor was a real crew's life in a rolling chair. "Bill's" leg was broken last month, but he retains a remarkable control over his faculties.

Many presents have been forwarded to the old sailor from persons in all parts of the country.

TELEGRAPH OPERATOR PREVENTS A BIG WRECK

Reno, Nev., Sept. 22.—But for the heroic act of O. B. Griggs, a Postal Telegraph operator working along the line of the Southern Pacific near Iceland this morning, a disastrous wreck would have occurred and several hundred people would undoubtedly have been killed.

Through his promptness, however, the second section of No. 6, the train in danger, was stopped barely in time to avoid a wreck. Griggs was walking along the railroad track immediately after the first section of No. 6 had passed when he discovered a broken rail. Taking it that it was one end and a large handcar in the other he stood between the rails before the oncoming train, braving death and desperately waving his hands and yelling for the engineer to stop the train. The track is down grade at that point and the train was coming at considerable speed, but when the engineer saw that Griggs would not move from the track notwithstanding the danger of stopping, he stopped the train just in time to avoid the broken rail and saved the lives of his passengers.

REPORTS OF TIDAL WAVE ARE ERRONEOUS

New Orleans, Sept. 22.—Reports of a tidal wave having swept Terre Bonne parish, Louisiana, drowning 200 people, appear today to have been erroneous. Indications are that the hurricane has swept some kind of a craft by which they succeeded in reaching shelter. They related stories of great havoc. Relief expeditions were last night sent out of Houma to the stricken scene.

It was impossible this morning to estimate the loss of life in Terre Bonne parish, and it is probable restoration of communication with other parts of Louisiana may bring the knowledge of further casualties.

It also was impossible to give a correct estimate of property loss as reports of damage are coming in hourly. Many towns suffered from the storm and numerous plantations felt the disastrous effects of its force. The canals and levees of Louisiana sustained serious damage.

The residence of Oscar Thibodeaux at Grand Point, La., was destroyed and the fate of his wife and children is not known.

Many towns of Louisiana sustained great property loss. In Baton Rouge and vicinity the damage will exceed \$2,000,000.

The state capital is unroofed and a considerable part of the building flooded.

"Ridings from Grand Isle, La., where it is feared great damage has been done with possible loss of life, are still lacking. Grand Isle in former years has been a heavy sufferer from gulf storms.

Definite news from Terre Bonne parish is awaited with much anxiety. A banquet to be held in honor of Archbishop Blenken, recently returned from Rome, was indefinitely postponed on request of the prelate.

TRACKS DISAPPEAR.

Bay St. Louis, Miss., Sept. 22.—It is known that some of the Louisville & Nashville roadbed and tracks have completely disappeared near Rigolites. The Bay St. Louis bridge is washed away, as is also the Rigolites bridge.

BOATS WASHED ASHORE.

Biloxi, Miss., Sept. 22.—Two hundred boats have been broken up and cast on the beach. The first of these was the Howard, a New Orleans millionaire, was carried away.

The fishing smack "Cincinnati" blown through barbed wire fences near its beach and finally landed high and dry in the city.

The government mail boat Hermes is ashore in front of the Magnolia hotel. The order coming factories here suffered a riot in a sheep range. Leighton crews were brought into Biloxi last night. Many schooners are high and dry along the beaches in this vicinity.

VEGETATION AND RAINFALL.

Proposal from Hawaii to Test How Former Affects the Latter.

Honolulu, Sept. 22.—In order to secure practical data in connection with the world-wide controversy between forestry experts as to whether or not vegetation affects rainfall, Chief Hydrographer Leighton of the local branch of the geologic survey proposes to the island of Kohala, lying southwest of the main island of Maui, be reforested and accurate records of climate conditions be kept while the trees are growing. The island will be formerly covered with a luxuriant tropical growth which was killed off by grazing cattle. Its entire area of 63 square miles is now used only as a sheep range. Leighton proposes to plant this waste lands with the same kind of trees that grew upon it before and that systematic record of the rainfall be kept.

FILIPINO HEADHUNTERS.

Another Expedition to Their Haunts Soon to be Undertaken.

Chicago, Sept. 22.—An expedition in the haunts of Filipino headhunters, including those of the Moro, who killed Dr. William J. Jones of the Field museum of natural history, will be undertaken in a few weeks by C. Cole of the same institution. He will be accompanied by Mrs. Cole. What prompts Mr. Cole to undertake the trip is his anxiety to add to the Field museum a complete exhibit of the Philippine islands. He made one trip to the northern islands, and brought back several tons of relics, which are now on exhibition. His next journey will be to the south islands. Mr. Cole will leave Oct. 4, and will stop first at the Palawan island to study the Paghanians, headhunters. Then he will go to Mindanao island, where he will pitch his camp among the Mangayana tribes. The Bagatons and the Moros will come into his circle. He will be gone about two years.

POET JOHN DAVIDSON.

Carrying Out His Instructions About Burial Nearly Caused a Riot.

London, Sept. 22.—Fulfillment of the extraordinary instructions left by John Davidson, the famous poet, that he should be buried in the sea off the Cornwall coast, nearly caused a riot among the simple fishfolk at Mousehole, where he had lived. They made objection to this form of burial, especially as the coffin was to be cast into the sea without any service. No boat could be secured at Mousehole to take the body out to sea, so it was removed to Penzance, whence the coffin, in a life-boat, was towed ten miles out, and a clergyman read the service before it was committed to the deep.

SCORES OF LIVES REPORTED LOST

Hurricane on Gulf Coast May Have Carried Away a Hundred People.

DAMAGE AT BATON ROUGE

State Capitol Unroofed—Railroad Bed and Tracks Disappear—Boats Washed Ashore.

New Orleans, Sept. 22.—Scores of lives are reported to have been lost as a result of a tidal wave which swept a considerable portion of the Louisiana coast during Monday's tropical hurricane, pouring its resistless volume upon denizens of the coast. It is believed that the gulf waters have swept away perhaps a hundred people. Reports indicate that the fatalities were most numerous along the gulf bordering the shores of Terre Bonne parish. News of the disaster was brought into Houma, the parish seat of Terre Bonne, by half clad men and women, who managed to save some kind of a craft by which they succeeded in reaching shelter. They related stories of great havoc. Relief expeditions were last night sent out of Houma to the stricken scene.

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